

ESTABLISHED 1870

NEW BRITAIN, CONNECTICUT, SATURDAY, MAY 5, 1928.—EIGHTEEN PAGES

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**SOUTH CAROLINANS  
RUN BEFORE FLOOD****Saluda River Valley Deserted as  
Dam Weakens  
20,000 PERSONS IN FLIGHT****Inkeeper, Noticing Break in Wall,  
Sends Out Warning of Danger—  
Refugees Take But Few Posses-  
sions With Them.**

Greenville, S. C., May 5 (AP)—Collapse of the big earthen dam at Table Rock over on the Saluda river, 31 miles north of here was believed impending, Calloway Mills, contractor who constructed the conduits to pipe the water here said today on returning from the scene. The leak around the outlet valve at the base of the dam was gradually growing larger and a crack that extended the full length had developed in the crown, Mills said. He left the dam about 6 a. m.

Saluda river, immediately below the dam, has ceased to rise, despite the flow of water through the leak, D. A. Talley, who lives four miles below the dam, said.

Greenville, S. C., May 5 (AP)—The Saluda river valley was deserted today as the spectre of disaster by flood hovered over the mill towns and farms along the river's banks.

Impending collapse of the huge earthen dam sent 20,000 residents of the valley to higher ground last night, when B. W. Andere, Table Rock inkeeper, broadcast a warning that the 5,000,000-gallon dam of water impounded in the artificial lake was pouring through a big leak around the outlet valve at the bottom of the dyke.

Thousands Leave Home  
The inkeeper's warning was carried by courier and telephone and the thousands left their homes to the mercy of the floods, taking only what possessions they could carry.

Throughout the night the river rose rapidly as waters poured through the leak which gradually grew, while other sections of the dam showed signs of weakening.

Seepage in the huge dyke which is 700 feet long, 14 feet high and 750 feet thick at the base, with a 50-foot crown was noted yesterday and shortly after 6 o'clock last night the inkeeper discovered the leak about the outlet valve and hastened to notify the families living immediately below the dam.

Alarm Spreads Quickly  
The alarm soon spread through the valley and within a short time the exodus was under way.

Today it was believed that every one who lived in the endangered area had heeded the alarm and sought safety on nearby hills.

Water behind the dam, recently completed to give Greenville a constant supply of water, measured 115 feet in depth when the lead was found and ten hours later the gauge had dropped only two feet, leaving 113 feet of water to sweep down the valley should the rapidly weakening dam collapse under the pressure of the immense lake.

Four miles below the dam, the Saluda rose at the rate of a foot an hour.

Other Places Endangered  
Greenville, seven miles east of the river was not endangered, but the lower sections of the mill towns of

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**DOZEN MEMBERS OF CREW  
OF GREEK STEAMER LOST**

Others, Tossed Into Sea When British Warship Ramm'd Boat, Rescued.

London, May 5 (UP)—Twelve members of the crew of the Greek steamer Ioannis Fafalos were reported today to have perished after the ship had sunk in collision with the naval supply ship, Bacchus, in the English Channel.

Among those who died were the chief officer and mate of the vessel, the report here said.

Ten members of the Greek crew were reported to have died immediately after the accident. The two others were picked up by the Bacchus but they died before that vessel reached port.

The Greek vessel sank within three minutes after it had been rammed by the Bacchus, reports here said.

**High Police Officials as Well  
as Other Prominent Bostonians  
Involved in Vice Ring Scandal****Facts to Be Presented to Grand Jury Next Week—  
Conspirators Alleged to Have Extorted Money for  
Protection Which Failed to Materialize.**

Boston, May 5 (AP)—Grand jury investigation into the activities of an alleged rum and vice ring whose members were said to have included several police officers, a prominent lawyer formerly attached to the office of the federal district attorney, a former broker, a prominent investigator for a nationally known uplift society and others, loomed today.

Information which agents on the staff of District Attorney William J. Foley have been quietly gathering for more than two weeks was to be presented before the Suffolk county grand jury next Monday, it became known.

The inquiry will be one of the most important and sweeping in years, it was said, with the possibility that it may involve high police officials as well as other prominent persons.

The former broker, who was said to be out on bail on an appeal from a bucket shop conviction, was declared to have confessed acting as "bagman" in the "shake down" of the proprietor of a South End hotel

recently raided by police and liquor squads.

The conspirators were alleged to have extorted money for promised police protection which, however, was not forthcoming because of an unexpected change of officers in charge of raiding squads. When his place was visited and ordered closed, the hotel man told his story to the district attorney.

Operatives of the district attorney were concealed in a room adjoining that in which two of the alleged conspirators met the hotel man to talk over a new offer of protection and their conversation was taken down by official stenographers. One of the men was followed to the office of the lawyer involved.

In addition, the district attorney was said to be in possession of several letters written by the lawyer which mentioned the names of several police officers assigned to the liquor squad.

The part that the others played was not revealed in advance of presentation of the case to the grand jury.

The store of the Service Appliance Co. at 141 Arch street has been closed under a writ of attachment, issued in behalf of the Eureka Vacuum Cleaner Co., a competitor, seeking damages of \$25,000. The suit is for \$50,000.

Papers were served last night by deputy sheriffs and constables working in the cities in which the 35 Connecticut stores of the defendant company are located. New Britain was the second city visited. The Arch street place of business being put under padlock after three branches in Hartford had been closed.

Until recently, the Service Appliance Co. has handled products of the Eureka Co. but it is now featuring another type of cleaner, those in charge of the local office said today. Temporary offices have been established next to the former office, pending filing of a bond and release of the attachment.

Similar lawsuits are now going on in other states, breach of trade agreements being alleged.

**Trinity Students Hurt  
In Hartford Accident**

Hartford, May 5 (AP)—A fire alarm box was smashed, two Trinity college students were slightly injured and a milk truck and the car in which four students were riding bore marks of collision, following an accident at Washington and Park streets early this morning. Winston S. Files, 24, of Woodbury, was held on charges of operating an automobile recklessly and without a license. Henry Chig, 22, of 98 Vernon street, and E. W. Lionquest, 24, of 60 Beacon street, were cited and bruised. The fourth in the party disappeared and was not identified.

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**WOMAN FALLS DOWN STAIRS  
THEN FIGURES IN CRASH**

Being Removed to Home by Her Husband When Auto Is in Collision.

Mrs. Wacław Anisko of 170 Grove street fell down a flight of stairs in a house on Queen street last evening, injuring herself, and while being driven home by her husband, about 9:05 o'clock, she suffered a shaking up as a result of a collision between her husband's car and a sedan driven by Joseph Winnik of 340 Chestnut street.

Winnik was driving north on High street and Anisko was driving west on Broad street. As the former made a left turn into Broad street, his car struck Anisko's machine. The drivers blamed each other and Winnik left to call a policeman. While he was away, Anisko decided to bring his wife home, as she was in pain, so that when Winnik returned to the scene, he could not find Anisko. The latter, when he returned, could not locate Winnik, but he went to the police station and gave his version of the collision.

Officer Louis E. Harper found no cause for police action. The front bumper of Winnik's car was pulled off on the right side and there was some damage also to the right front fender.

**40,000 CHINESE IN  
DRIVE ON TSINAN****Small Force of 3,000 Jap Soldiers  
Defending Foreign Quarter  
ALL AMERICANS ARE SAFE****Additional Dispatches Tell of More  
Than 300 Japanese Residents Killed  
and When Nationalist Forces Loot  
City—Situation Grave.**

Peking, May 5 (AP)—Scant advice from Tsinan, battleground of Chinese nationalists and of Japanese troops who formed a protective cordon around foreigners concentrated there, today indicated that the situation continued to be extremely serious.

(Word was received at Shanghai from the Tsinan consulate that all Americans were safe.)

The firing which continued all day yesterday, however, ceased at 7 p. m. Four hours later a message from Tsinan said there was no more firing at that hour.

**Jap Women Assaulted**  
Advices said several Japanese women were assaulted and killed by the southerners (nationalists). The naked and maltreated body of one Japanese woman was found near her countrymen's lines of defense.

The Japanese captured from the nationalists two mountain guns, 20,000 shells, 2,000,000 rounds of rifle ammunition and 2,000 hand grenades.

The last information put the Japanese military casualties up to 10 a. m. yesterday at 10 killed and 28 wounded.

The northern government protested to the Japanese legation against the sending of Japanese troops into Tsinan on the ground that the Chinese authorities were able to maintain order.

**Designed by 40,000**  
Besieged in Tsinan by 40,000 nationalist troops, only 3,000 Japanese today were available to fight in defense of the foreign quarter, where persons of various nationalities have been concentrated for their safety.

Major General Tokura, Japanese commander, took every available man from the Tsingtao garrison and was leading a forced march of 2,000 troops along the line of the Shantung railway to relieve their beleaguered comrades.

There was no confirmation of the loss of any foreign lives other than Japanese. The Japanese military wireless stated that the troops were protecting other nationals. From this it was assumed that the two American consuls, Edward F. Standen and Ernest B. Price, and the remaining American residents, mostly missionaries, were inside the Japanese cordon. The American legation at Peking has had no reports from the Tsinan consulate since May 1.

**Hard March Ahead**  
The troops from Tsingtao had a difficult march of some 200 miles before them since the railway between Tsingtao and Tsinan had been systematically destroyed at a dozen places. Advice from Tokyo said the Japanese military stores at Tsingtao were sufficient for only a few days.

Serious international complications were forecast owing to the fighting. There was much conjecture as to the effect of it on the northward campaign of the nationalists. Experts believed it would be checked until the snarl with Japan

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**WEATHER TO BLAME  
FOR GRIP EPIDEMIC****Dr. Pullen Advises Public to  
Use Reason in Dressing  
"WATCH CLOTHES" SLOGAN****Common Sense Garb, Proper Food,  
Sufficient Sleep and Avoidance of  
Others Afflicted with Colds Prescribed by Health Dept., Head.**

The type of grip and cold prevalent about the city now, is distinctly communicable, Dr. Richard W. Pullen declared today in a statement warning against carelessness in going without sufficient wearing apparel to guard against sudden weather changes.

His statement follows:  
"At the present time there are apparently a number of cases of illness in the city which are causing disability but are not resulting in fatalities. The communicable diseases reported to the health department are very low. This fact being true, one's first inclination would be to say that the sickness complained of is not of a communicable nature. This conclusion is not accurate. Apparently the disease is of a non-replicable nature, though it is communicable. By that we mean it is not required to be reported by state law. From what conversation we have had with physicians the conclusion seems to be that the illness is closely associated with the common cold and 'grippe' both of which are communicable.

Briefly, the situation is this: Weather conditions for several weeks past have been such as to favor the development of common colds. The common cold is, of course, readily communicable, more readily so when the person exposed is at a low ebb of vitality by reason of undue exposure. One warm day followed by a very cold day may have the ultimate effect of lowering people's resistance to such a point that colds can be contracted very easily. If this state of affairs continues over an extended period of time, it is easily understood how many persons may be extremely susceptible to common colds. One wears a heavy coat today and finds it too warm. The next day one decides not to wear the coat and the weather turns cold. This, of course, means undue exposure and consequent lowering of resistance.

"We have stated in this department before that the function of clothing was to make it as easy as possible for the body to maintain its normal temperature. This statement holds good for any season of the year. When the days are warm obviously we should not dress warmly for the heat regulatory mechanism is put to undue strain and may be temporarily upset. The reverse of this statement is likewise true. If we do not dress warmly enough on a cold day, a similar strain on the heat regulatory mechanism exists. To simplify the entire matter then, an analysis of conditions now existing show cer-

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**THE WEATHER**  
New Britain and vicinity: Showers; cooler tonight. Sunday generally fair and cooler.

**WARREN DENIES RUMORS**  
New York, May 5 (AP)—Police Commissioner Joseph Warren told reporters today that relations between him and Mayor Walker were "very pleasant" and that he had not intention of relinquishing his post.

**Winners of Trophy**  
Lieutenant Gavin last year the winner of the Schiff trophy, an honor given to the flier who completes the greatest number of hours in the air during a year without mishap or accident to plane, passenger or equipment. He flew 547 hours to win the trophy. Lieutenant Gavin has a long record of achievement to his credit. He was a member of the crew of the P-9 No. 3 when that ship, with the P-9 No. 1 and 2 attempted a flight to Hawaii in 1925 under the late Commander John Rodgers.

Lieutenant Soucek is a Pacific coast flier, stationed at the navy yard here, and is a naval aviation superintendent of the aeronautical engine section of the Philadelphia navy yard.

**DOUBLE MURDER, SUICIDE  
STARTLES NEBRASKA TOWN**

Two 70-Year-Old Men and 25-Year-Old Woman Found Dead By Woman's Husband

Plattsburgh, Neb., May 5 (AP)—The bodies of a young woman and two 70-year-old men, slain by a bullet drilled through the left temple, were found last night by the woman's husband.

The bodies were lying in the bottle-strewn dining room of John Varada's home. Varada was one of the dead. Hans Tams and Mrs. Pearl Embury, 23, were the others.

One note signed by Varada indicated it had been a double murder and a suicide. "They were going to get me, but I got them," the note said. "I am kidding Embury of his wife." There was more to the note, but it was not made public.

Embury, a railroad worker, became alarmed on returning from work to find no one at the Tams' home where Embury and his wife lived. He crossed the street to the Varada residence and forced his way through a screen door.

Varada's note, lying on the table, was weighed down with \$50 in currency and silver and Varada's watch. The Emburys formerly made their home with Varada, but following slight differences they moved in with Tams, a widower.

**New Braking Law for  
Autos to Be Recommended**

Hartford, May 5 (AP)—Among the new laws to be asked of the next convention legislature will be one authorizing all automobiles registered in the state to be equipped "with at least two braking systems, with two separate means of application," and so constructed that if any way connected, the breaking of any part will not put the entire braking system out of working order. This new legislation, on the safety equipment of automobiles will be sought and recommended to the general assembly by Motor Vehicle Commissioner Stoeckel as the result of a resolution passed at the last meeting of the eastern conference of motor vehicle administrators, held a few months ago in Canada.

**DOUBLE CALDWELL  
WOMAN WALKING STAG  
WILL TRUST LOVE'S TAIL  
AT LUNCH ON MAY 6**

**Picture of the  
Editorial Gentleman  
Who Appears to Be  
Literally Swarmed  
with Names of  
Famous Authors—  
Sympathetic  
Marble Shooting  
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**DRUGS CALDWELL  
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Drawn by Clifford Knight

**Navy Fliers Set New World Mark  
For Seaplane Endurance Flight;  
Remain Aloft More Than 36 Hrs.****Lieutenants Gavin and Soucek Better Old Record by 7  
Hours, 25 Minutes and 43 Seconds — Flight Was  
Carried On in Secrecy, Is Officially Recognized.****Race of Women With  
Hoofs Ahead, States  
Osteopathic Doctor**

Minneapolis, Minn., May 5 (UP)—Women eventually will have hoofs, instead of feet, if they continue to wear high-heeled shoes, Dr. Clifford Groff told the Minnesota osteopathic convention.

**Take Off Thursday**  
The P-12 took off Thursday afternoon at 2:56:18; at 7:25:43 p. m. Friday, the old record set May 1, 1925, by Lieutenants C. H. Schildhauer and J. R. Kyle in the P-9, went by the boards. A half hour later, 7:55:43, E. S. T. the new record was established and the plane kept its course until it landed today at 2:51:53 a. m.

The international code for holding such tests and flights proved that when the flight is more than 48 hours in length the old record must be exceeded by one hour. When the flight lasts from 24 to 48 hours, the old record falls if it has been exceeded by one-half hour.

The flight was recognized officially, and C. F. Shory, official timer of the National Aeronautic association, arrived at 6 p. m. last night from Washington to be prepared to certify the time.

Absolute secrecy shrouded the flight and it was not until a few hours before the actual breaking of the record that the news leaked out of the navy yard. Navy officials explained that they did not wish to have their future course hampered in the event of failure or mishap. The attempt was conducted under the supervision of Henry C. Cocklin, project engineer of the naval aircraft factory here.

The plane spent the first day at a height of 500 feet, making short runs up and down the Delaware river until late last night when the plane circled the field at an altitude of about 550 feet until the gasoline supply was exhausted. Weather conditions were ideal.

The plane is equipped with two R-1750 Wright air-cooled whirling motors, an enlargement of the model used in Lindbergh's Spirit of St. Louis.

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**AVIATORS WILLING  
TO VISIT HARTFORD****Must First Obtain Approval of  
Their Embassy Officials  
PLEASED AT INVITATION****German and Irish Governments  
Anxious To Have Transatlantic  
Fliers Return Home To Avoid  
Fatigue Which Receptions Cause.**

(Special to the Herald)  
New York, N. Y., May 5.—The crew of the transatlantic monoplane Bremen will visit Hartford on May 20 or 21 if it is at all possible, R. R. Rhyne, personal representative of the fliers announced yesterday afternoon to Cedric W. Foster, who presented requests of Gov. John H. Trumbull, Mayor Walter Batterson and the Hartford Chamber of Commerce that the aviators make a stop at the Connecticut capital on their return from Boston to New York.

Mr. Rhyne explained that both embassies had asked the fliers to terminate their stay in this country as soon as possible. This was actuated by the fear that they might break down under the strain of entertainment and they might be unable to accept the hundreds of invitations to visit cities in all parts of the country.

**Airmen Willing To Stop**  
Following an interview with Baron Gunther von Huenefeldt and Captain Hermann Koehl, Mr. Foster said that both the German birdmen expressed their willingness to stop in Hartford if the approval of the stop was given by the German embassy, the Irish Free State embassy and Mr. Rhyne.

Mr. and Mrs. Foster presented the German baron and captain a cablegram from Count Felix von Luckner, famous German sea-raider, in which he expressed his congratulations to the aviators on their noted achievement on being the first to span the North Atlantic waters on an east to west flight.

After he had read the cablegram, Von Huenefeldt autographed it and returned it to Mr. Foster, saying that he would write the count his appreciation.

Speaking in halting English, Von Huenefeldt expressed his appreciation of the message and said the count was a close personal friend and companion in sickness in a hospital in Hamburg.

"We were in rooms side by side," he said, "and became fast friends. He was having his appendix in trouble." As he spoke the baron motioned with his hand in a crisscross manner on his side.

Monocote fast in his eye, the baron spoke for some time with Mr. and Mrs. Foster telling mostly his gratitude for the reception he received with his companions and of his hope to make another flight. Asked regarding what flight he had in view he said he had not decided.

**Koehl Clicks His Heels**  
At the time Mr. and Mrs. Foster were introduced to the German fliers, Major James Fitzmaurice was not in the room. They were presented to him later. Captain Koehl, able to speak but not words of English, and to understand hardly none, clicked his heels together in a military fashion when the introduction took place. Before any words were spoken the chunky German flier flashed a fascinating smile and said: "Thank you."

Baron von Huenefeldt, acknowledged the introduction to Mrs. Foster, bowed low and kissed her hand. Upon bidding his adieu he repeated the same gallant continental gesture.

Extreme difficulty in reaching the fliers was encountered by Mr. and Mrs. Foster, as they had no letters of introduction. Police swarmed all through the Ritz-Carlton hotel and only by means of a pass through the lines were they able to reach the ninth floor where the aviators were receiving the callers. In their suite were uniformed police and several members of the force in plain clothes. The confusion in the hotel was considerably augmented by the presence of Prince Potemkin, governor of Rome, who arrived in New York yesterday.

**MATSUI LOSES IN RACE  
TO ENCIRCLE THE GLOBE**

Japanese Frustrated When Liner Aquitania Is Six Hours Late in Docking

New York, May 5 (AP)—Six hours delay in the docking of the Cunard liner Aquitania, due to fog off the Grand Banks of Newfoundland, is believed to have left Ryukichi Matsui, a race around the world from Tokyo and \$1,500.

The delay in the arrival of the liner caused the Japanese traveler to miss the westbound air mail plane which was to have carried him on the first leg of a flight to Victoria to catch a Pacific ocean liner to-night. If he had caught the liner he could have arrived in Tokyo ahead of his rival, Teichiro Araki, who is traveling the opposite direction and who, unless delayed by unforeseen difficulties in his journey across the trans-Siberian railway will win the first prize of \$1,500.

Matsui left last night for California by train and sails Wednesday for Tokyo.

Araki should arrive at Tokyo May 13 or 14, ten days before Matsui can get there. The rivals recently passed each other in airplanes between Hanover, Germany, and Amsterdam, Holland.